

Fuel for Thought

January 2006
939th Air Refueling Wing
Portland IAP, Ore.

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Commander Welcome's Back Reservists

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Braking Point



Fuel For Thought

 Volume 4, No. 1
 January 2006

The Jan. 20th is the deadline for submissions to the Feb. issue of

Fuel For Thought.

All articles and photos must be turned in to the 939th Airlift Wing Public Affairs office by 4 p.m.

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ON THE COVER
**Photo By
Maj. James Wilson**

Staff Sgt. Neal Cordry, crew chief assigned to the 939th Aircraft Maintenance Squadron, searches for a tool while conducting a brake change on a KC-135 aircraft Dec. 29. Maintenance specialists perform a post flight inspection after each aircraft returns from a training mission. If brakes or tires are beyond wear limits they are required to be changed. Normal wear and tear for brakes requires break changes once every 107 landings (or 10-13 months).

New year, new challenges— are you ready?

By Col. William Flanigan
 939th ARW commander

Welcome back! I hope each of you had a great Christmas and were able to spend some quality time with family and friends. I'm extremely grateful for the contributions you, your families and your employers made to the Reserve mission here at Portland in 2005. We're now ushering in a new year and one that promises to bring new challenges to the 939th Air Refueling Wing. Clearly, the issue on the forefront of everyone's mind is the realignment of the 939th. AFRC has tentatively scheduled a SATAF (Sight Activation Task Force) visit for Feb. 13 to address the BRAC actions pertaining to the 939th. We should have a pretty good idea of what the future timeline for the wing will be by the end of the SATAF. Follow-on SATAFs for Tinker Air Force Base, Okla. and Vandenberg AFB, Calif. are scheduled in March and May. These SATAF's should nail down the manpower requirements for those locations. The wing has set up a BRAC link on the wing web page to assist wing members on BRAC issues. Let me assure you that I will be your most dedicated advocate throughout the BRAC process. After the SATAF, the wing will undergo a Unit Compliance Inspection (UCI). This inspection will take place over the May drill weekend and will cover all our day-to-day

activities (compliance) that are not examined through other command directed inspections. As always, I expect each and every one in the 939th to be ready to show the inspectors your outstanding professionalism and dedication to the mission.

In addition to these major events for the wing in 2006, we will continue to train on warrior and deployment skills. Survival Recovery Center and Unit Control Center functions will be refined when approximately 50 wing members deploy to Volk Field, Wis., after the January Unit Training Assembly for a week of intensive training. We are also planning on a wing fly-away deployment training in August. Also there will be many smaller unit deployments throughout the year.

As we progress through the upcoming year, I challenge each and every one of you to remain focused on the primary mission of the 939th—the defense of the nation and the execution of the Global War on Terrorism. I challenge you to put safety first in all that you do and remain ever vigilant of the disposition and needs of your wingman. I want to thank you in advance for all your hard work and dedication that makes the 939th such a great team. I am extremely proud of how you have handled the turmoil of the past several months. I look forward to working with you in meeting and overcoming the chal-



Photo By Maj. James Wilson

Colonel Flanigan

Reminders to help Reservists be prepared for the Unit Compliance Inspection May 03-07.

- * **Continue reviewing Self Inspection Checklists to ensure they are truly reflective of our strengths and weaknesses.** Don't assume processes are still effective because they looked good during the last review. How do they look today?
- * **Pay particular attention to programs like Operational Risk Management and safety, mentorship, family care, time and attendance, security, management control, and Status of Resources and Training.**
- * **Be ready to show documentation.** Inspectors will want to see documentation to verify checklist items are being followed.
- * **Be forthcoming with inspectors—if you don't know the answer, say so and offer to look it up.** Ask for helpful hints for success—most inspectors truly want to help you succeed.
- * **Check bulletin boards for current information,** out-of-date, and erroneous material should be removed and replaced when applicable.

lenges that await us in this New Year.

AF Reserve Command vice commander retires

Air Force News Service

Maj. Gen. David E. Tanzi, Air Force Reserve Command vice commander, will retire in a ceremony Jan. 11 after 37 years of service. Lt. Gen. John A. Bradley, chief of Air Force Reserve and AFRC commander, will officiate the ceremony.

"The past year has been extremely busy for our command," said General Tanzi.

"Reservists have really stepped up to the plate. They've volunteered for deployments around the world, in Iraq and Afghanistan, as well as in our own backyard during the hurricane relief efforts. It has been my privilege to serve with them."

Maj. Gen. Allan R. Poulin, former commander of AFRC's 10th Air Force, will become

vice commander and assume responsibility for the daily operation of the headquarters.

As AFRC vice commander, General Poulin will serve fulltime and oversee the day-to-day operation of the command and its headquarters. AFRC has about 75,000 reservists who train and deploy regularly. The command is composed of three

numbered air forces divided into 36 wings, three flying groups, one space group and more than 600 subordinate units.

In civilian life, General Poulin was an airline pilot flying international routes for a major U.S. carrier.

AF MISSION STATEMENT: Changes define AF direction now and in the future

by Master Sgt. Mitch Gettle

Air Force Print News

WASHINGTON (AFP) — The realities of the world have changed dramatically since the creation of the Air Force in 1947 and continue to change almost daily.

With these changes in mind, Air Force leaders released a new mission statement Dec. 7 that defines the current and future direction of the Air Force.

"Today, our world is fast paced, constantly shifting and filled with a wide range of challenges," Secretary of the Air Force Michael W.

Wynne and Air Force Chief of Staff Gen. T. Michael Moseley wrote in a joint Letter to Airmen. "Our mission is our guiding compass, and now more than ever we need it to be clear and precise."

The mission statement defines the "where and what" the Air Force accomplishes on a daily basis:

The mission of the United States Air Force is to deliver sovereign options for the defense of the United States of America and its global interests — to fly and fight in Air, Space, and Cyberspace.

The statement includes two new concepts, "sovereign options" and "cyberspace," which the secretary and chief defined.

They said having sovereign options is the essence of being a superpower.

"Our task is to provide the president, the combatant commanders, and our nation with an array of options ... options that

are not limited by the tyranny of distance, the urgency of time, or the strength of our enemy's defenses," they said. "With one hand the Air Force can deliver humanitarian assistance to the farthest reaches of the globe, while with the other hand we can destroy a target anywhere in the world."

The term cyberspace includes network security, data transmission and the sharing of information.

"We have quite a few of our Airmen dedicated to cyberspace ... from security awareness, making sure the networks can't be penetrated, as well as figuring out countermeasures," Secretary

Wynne said. "The Air Force is a natural leader in the cyber world and we thought it would be best to recognize that talent."

Adversaries of the United States will

use any method or venue necessary to contest America, and it is an Airman's calling to dominate air, space and cyberspace, the leaders said.

"If we can decisively and consistently control these commons, then we will deter countless conflicts," they said. "If our enemies underestimate our resolve, then we will fly, fight, and destroy them."

Using past air power pioneers as examples of understanding the mission, they said, "The Air Force's mission statement has evolved over time, but it does not change the nature of who we are or what we do."

"The mission of the United States Air Force is to deliver sovereign options for the defense of the United States of America and its global interests — to fly and fight in Air, Space, and Cyberspace."

New Air Force Mission Statement

Photo By Maj. James Wilson



Brig. Gen. Robert Marcott

General: opportunities are plentiful for you

By Maj. James R. Wilson
939th Public Affairs Office

Coming to crossroads in one's career can be a lot like finishing the last page of a best-selling novel. Most people instinctively close that book and go find another novel that they just can't bring themselves to put down.

That's how one Air Force general views being in an Air Force Reserve unit slated for closure.

Brig. Gen. Robert Marcott, now a Mobilization Assistant assigned to Pacific Command, shared this and other thoughts when he met with approximately 30 members of the 939th Air Refueling Wing here Dec. 22.

The general was the commander of the 710th Airlift Squadron at Travis Air Force Base, Calif., in 1996 when he learned his squadron was slated for closure.

"I viewed it as the end of one chapter in my life, and the beginning of another," General Marcott said. "My hope is that you would view your situation in a similar light. There are some great opportunities out there."

General Marcott, who was in Portland for a familiarization flight with the 64th Air Refueling Squadron, shared insight on the Individual Mobilization Augmentee program—one of several career options available to 939th reservists.

IMAs are reservists who are assigned to active duty organizations in specific wartime positions and train on an individual basis. Their mission is to augment active-duty manning by filling wartime surge requirements. IMAs can be found in nearly every career field.

"One of the biggest advantages to the IMA program is the flexibility it offers," said the general. "For each of you, it would mean no more drill weekends."

Typically, IMAs serve in active-duty units about 36 days per year, which includes a 15-day annual tour.

"Some major commands allow IMAs to train at a unit in their local area provided there is meaningful work to be done and approval is obtained [from assigned and hosting commanders]," General Marcott said. "If, for example, you're assigned to a unit in Denver, you don't always have to go to Denver to complete your training."

Unit reservists can locate IMA positions by contacting the Career Opportunities Branch of the Air Reserve Personnel Center or calling the Base Individual Mobilization Augmentee Administrators at installations where an assignment is desired.

The general answered several questions from 939th members, one of which concerned the costs incurred when traveling to the duty location.

"Travel expenses are paid by the military if the IMA is on annual tour or active-duty orders," General Marcott said.

Otherwise, those costs are borne by the individual.

Another question concerned the frequency in which Individual Duty Training must be performed. The current policy, dated Feb. 23, 2005, no longer mandates a minimum of four days per quarter as before. Rather, reservists are allowed for unlimited IDTs in the first three quarters of the Fiscal Year but restricted to just four days in the fourth quarter.

General Marcott concluded by offering words of empathy and encouragement to wing members.

"I've been where you are now," General Marcott said. "I've seen people who, when faced with this news, enter into a state of denial. And, the sad part is some will stay there until the day their ID cards no longer get them on base anymore. Don't be one of those individuals."

Embrace change. "There are great opportunities for you out there," he said.

FAST FACTS

- *The Air Force has 12,900 IMAs in the selected Reserve
- *IMAs can now volunteer for Air Expeditionary Force deployments
- *Guidelines on the IMA program are contained in Air Force Instruction 36-2629, *Individual Mobilization Augmentee Management*.
- * Air Force Form 1288 is used to apply for an IMA position
- * Performance reports are written every year for IMA officers and every two years for enlisted IMAs

EAP Seminars help employees with BRAC change

The Employee Assistance Program will be here Jan. 24-26 to present a two-hour seminar on managing change, transitions in the workplace and coping with downsizing and job loss. Each two-hour seminar covers all three topics. Employees are highly encouraged to attend one of the two-hour seminars; however, you must first obtain supervisory and group commander or wing commander approval to attend.

The seminars will be held in the auditorium in Bldg. 300. Below is the list of dates/times available. Registration is on a first-come, first-serve basis only, and seating is limited to 40 per session. Employees should report 15 minutes prior to start time to register.

Jan. 24, 9 – 11 a.m.
Jan. 24, 1 – 3 p.m.

Jan. 25, 9 – 11 a.m.
Jan. 25, 1 – 3 p.m.
Jan. 26, 9 – 11 a.m.
Jan. 26, 1 – 3 p.m.

How to Register: Employees: Forward this email to your supervisor indicating the date/time you would like to attend. (Requests received in our office without gaining supervisory approval first will be returned by our office without action.)

Supervisors: You are encouraged to release your employees to attend the seminar whenever mission requirements allow. If you approve their attendance on date/time requested, simply state “concurred” and forward to your Group/CC for approval (those under the Wing would forward concurrence to Wing/CC for approval).

Group/CC or Wing/CC: If you approve the request, simply state “approved” and forward email to Drew

Fritchman.

If a space is open, the civilian personnel office will reply to both the supervisor and employee indicating the employee has been registered. Employees and supervisors are responsible for tracking this approval. If there is no availability for the seminar requested, another class should be requested and re-submitted as indicated above.

The last day for the 939th Civilian Personnel office to accept approved requests is Jan. 17.

Questions may be addressed to Mr. Fritchman at 503-335-4302.
(NOTE: A specific reminder notice will not be forwarded to employees, so please ensure you mark your calendars as a reminder to yourselves concerning the date/time you have been registered to attend.)

Guard Job Fair

The Oregon Air National Guard (142nd Fighter Wing) will host a Job Fair during the January Unit Training Assembly for the 939th Reservists who wish to inquire about opportunities with the ANG. The Fair will be held Jan 7 - 8 from 9 a.m. to 2:30 p.m. at bldg 300 and Dining Hall foyer. Recruiters will be available from 9 to 11 a.m. at bldg 300, and at the Dining Hall from 11 a.m. until 1 p.m., and then return to bldg 300 until 2:30 p.m. There will be an Army Guard recruiter and Warrant Officer available to answer questions as well.

The wing commander wants Reservists in the 939th to have all the available opportunities presented to them, so they can make informed decisions about their futures.

Web site unveiled

Looking for the most up to date information on the realignment of the 939th Air Refueling Wing? Visit the newly created “BRAC Information” link on the wing’s Intranet [secure] website.

The site contains a wealth of information on Base Realignment and Closure and will be one of the primary methods of disseminating information on the realignment of the wing. No more sifting through dozens of links on BRAC that don’t pertain to you. Information on this site is organized into specific categories based on the individual’s membership in the wing (i.e., Air Reserve Technician, Reservist, etc.).

The BRAC website is now available from the 939th homepage. (<https://wwwmil.afrc.af.mil/939arw>). Check it out.



Photo By Ruby Zarzyczny

(From left) Tech. Sgt. Gary Rosenak, Senior Airman Micah Blouin, Senior Airman Bonnie Ramsey, Staff Sgt. Ronicle Ellison and Staff Sgt. Paula Goetz sing Christmas Carols to Airmen from the 939th Air Refueling Wing here. The Airmen carolers also visited the Portland Veteran’s Affairs hospital and the Vancouver V.A. rehabilitation and nursing home center. The singing Airmen are with the Air Force Band of the Golden West.



Staff Sgt. KC Martin (left to right), Maj. Pairin Skaggs, Capt. Robert Underwood, and Senior Airman Courtney Johnson, 349th Aeromedical Evacuation Squadron, evaluate Master Sgt. Bruce Clemmer, 64th Air Refueling Squadron boom operator during a in-flight patient care emergency scenario.

Photos By Master Sgt. Ruby Zarzeczny

KC-135, The unsung Hero of Aeromedevac

By Master Sgt. Ruby Zarzeczny
939th Public Affairs Office

When searching for information about aircraft used for medevac mission, the KC-135 Stratotanker isn't usually even on the list.

Since the late 1950s KC-135 Stratotanker aircraft have refueled countless aircraft in the skies, and moved troops and cargo from America's borders to battlefields around the world, and in the late 1990s became a part of the medevac mission.

Ten members of the 939th Air Refueling Wing and four members of the 349th Aeromedical Evacuation Squadron demonstrated the airplane's multiple-mission capability when they teamed up at Travis Air Force Base, Calif., Dec. 9. Their mission--to practice transporting patients with various battlefield injuries during a three-day trip to Kaneohe Bay Marine Corps Base, Hawaii.

Aeromedevac missions are just one of the tanker aircraft's missions performed by aircrew on the KC-135, and it demonstrates the flexibility of the aircraft to do air refueling, cargo airlift, aeromedevac, and passenger movement.

Earlier this year, the 939th performed aeromedevac missions with actual patients who were transported throughout the Pacific region to and from Hickam AFB, Hawaii.

This mission didn't follow the normal course of matching



Master Sgt. Brian Oglevie, 64th ARS boom operator, takes care of ten space available passengers who boarded the aircraft at Travis Air Force Base, Calif.

missions as the 64th Air Refueling Squadron had mission qualification training for flying overseas for pilots [aircraft commander] and boom operators upgrade training.

"This was a short-notice mission," said Maj. Doug Miller, 64th Air Refueling Squadron chief of mission development. "I called up the 349th AES and asked if they could support a training mission going to Hawaii on this weekend, so we could meet our overseas mission training requirements."

The 349th had reservists who needed the AES training,

so it was a mission that made sense for both organizations.

The Air Force Reserve Command units often try to maximize the taxpayer's dollar by matching up mission and scheduling training that can be accomplished simultaneously.

"We try to match up our mission requirements," said Major Miller. "The aeromedical crews are really good about working with us. For them it's more important to get the training on the specific aircraft, so they are flexible on where we go. When it comes down to it, the aeromedical mission is also a good match for training because the same reservists train together who will

accomplish the real mission together.”

Although this was an AES mission, the 939th aircrews were getting their needed mission training requirements accomplished too.

“From the aspect of the pilot training, the mission was an extreme success,” said Maj. Mark Hickman, 64th ARS instructor pilot [aircraft commander]. “Day-to-day, we plan our own local missions,” he said. “The only time we see this kind of mission is when we’re on a mission tasked by the Tanker Airlift Control Center an Air Mobility Command mission.”

“This experience enhances [the pilots] training because we don’t get a lot of these types of TACC missions,” continued Major Hickman.

The boom operators accomplished their flying overseas upgrade training, but also got exposure to the aeromedical team and real passenger handling which requires additional safety precautions. Two of Portland’s Reservists had only practiced this in theory before this mission.

“We have to account for the extra people [passengers] and patients,” said Master Sgt. Bruce Clemmer, 64th Air Refueling Squadron noncommissioned officer in charge of mission planning. “It’s a huge consideration because now we have a group of people with limited physical capability to egress [get out] of the plane. We figure out how to evacuate the passengers and the patients as a part of the preflight planning process.”

This aspect of mission planning is extremely important, especially when patients are unconscious and in critical condition.

“Before the flight, we go through a specific preflight briefing with the medical crew and plan how we are going to evacuate the patients in an emergency,” said Sergeant Clemmer.

The objective for aeromedical evacuation technicians is airlifting patients anywhere at anytime. Even though the AES crews are medics, they live in two different worlds.

“We live in the flying world and the medical world,” said Capt. Robert Underwood 349th AES registered nurse [flight nurse].

“We take care of patients while they are on the ground and in the air. As aircrew members, we maintain many of the same qualifications as the front-end crew. We need to know the airplane, the emergency procedures, safety features to protect ourselves and our patients. But then we have to have our medical knowledge of pathology and physiology [bodily processes] to be able to take care of the patient on the ground and in the air. When we go to altitude, the body’s physiology changes. We have to train to know this as second nature, so we are able to keep our patients safe and alive.”

“When you’re in that airplane you don’t have a lot of time or

additional resources,” said Captain Underwood. “It’s noisy, there’s vibration, it’s cold, it’s hot, it’s dark, you have turbulence, and you don’t have the same tools in the air as you do on the ground to assess your patient’s condition. Preflight planning is absolutely critical because once you get on that airplane [especially when you’re flying over water] you don’t have anybody or anything except for the resources you have on that airplane to take care of those patients. So we must plan for every possible contingency and emergency to handle these situations.”

“The 939th was outstanding,” said Captain Underwood. “Having a good working relationship with the crew [pilots, boom operators, and maintainers] is absolutely critical to our mission’s success.”

“We rely a lot on the boom operators to make sure our electrical equipment is safe and working properly with the aircraft’s systems,” he said.

“Sometimes there are more patients than technicians and the boom operators can be a big help with patient care in an emergency,” he added.

“Sometimes bad things happen to good people,” said Captain Underwood. “And during a real world mission our men and women who have put their lives on the line for this country deserve the very best. I feel blessed to have the [medical] skills that I have to help them and bring them home safely.”



Senior Airman Courtney Johnson, 349th AES areomedical evacuation technician, preforms CPR during an in-flight emergency scenario.



Capt. Dave Bradford adjusts the instrument panel during his overseas flight over the Hawaiian Islands.



Tech. Sgt. Joseph Huntington, 939th Aircraft Maintenance Squadron crew chief, inspects the aircraft after landing at Marine Corps Base Kaneohe Bay, Hawaii.

Senior Airman Kalene N. Kaplan, an aircraft fuel system journeyman with the 939th Maintenance Squadron, uses her artistic flair to help beautify the building she works in. Kaplan painted murals in the building during break periods while performing extra duty days for the unit.



Photo By Tech. Sgt. Paul Persson

Airman's art adorns workcenter

By Tech. Sgt. Paul Persson
939th Public Affairs Office

Volunteer for the Base Honor Guard, Habitat for Humanity and Compassion International, guitar teacher, first-term airman and aspiring artist.

These are just a few of the activities Senior Airman Kalene Kaplan, an aircraft fuel systems repair journeyman with the 939th Maintenance Squadron enjoys.

Airman Kaplan consistently volunteers for additional duty days with the maintenance squadron on a weekly basis, and recently used the down time on those duty days and her artistic ability to help beautify Bldg. 375.

"It's amazing to start with a bare wall and freehand the murals," said Master Sgt. John Phillips, shop supervisor with the maintenance squadron.

Airman Kaplan has been pursuing her art hobby for the last six years. "My mom runs the Skills Development Center at Elmendorf Air Force Base, Alaska," she said. She took classes there and painted murals on peoples homes while she was growing up.

At 17 years old, Airman Kaplan enlisted in the Air Force Reserve. That was three and a half years ago. She said she chose the aircraft fuels maintenance career field because she likes to work with her hands.

"Her comfort level around the aircraft has improved greatly

since she returned from basic training and technical training school," said Sergeant Phillips.

Sergeant Phillips described Airman Kaplan as enthusiastic.

"You can make the Reserve what you want to make it. Some [reservists] are minimal performers, or average. Exceptional reservists are like Kalene [Airman Kaplan]."

MASTER SGT. JOHN PHILLIPS

"You can make the Reserve what you want to make it. Some [reservists] are minimal performers, or average. Exceptional reservists are like Kalene," he said.

"Kalene completed her five-level Career Development Course in just six weeks. She has repeatedly volunteered for additional duties. She is a member of the Base Honor Guard, volunteered for a deployment to Turkey earlier this year, and

volunteered to paint the murals," he said. "She is also the unit fitness monitor and a member of the fuel spills team," he added.

Airman Kaplan is currently working on an associate's degree in Interdisciplinary Studies at Portland Community College. She plans to pursue a bachelor's degree in Construction Technology. Her goal is to be building homes in East Africa as a volunteer in the next five years.

"I hope to finish my initial enlistment here," she said. "I love it here. Supervisors that care make it nice."

Beware of cold weather hazards

By Master Sgt. Michael Clark
939th Safety Office

With its cold and often stormy weather, winter presents many safety challenges both indoors and out. Being prepared and following simple safety tips can help you stay safe and warm this season.

Many injuries occur each winter as people try to keep their homes warm and get around in cold, stormy weather. December, January, and February are the leading months for home fires and associated deaths in the United States according to the National Safety Council.

Heating equipment is the second leading cause of home-fire deaths in the U.S. and the leading cause during December and January.

Each year, more than 700 people die of hypothermia (low body temperature) caused by extended exposure to cold temperatures both indoors and out. About half of these deaths are among persons age 65 and older; men in this age group are more likely than women to die from hypothermia. Risk factors for hypothermia include older age; alcohol abuse; poverty; mental illness; chronic diseases such as hypothyroidism; dehydration and malnutrition; and prolonged exposure to materials that promote heat loss (e.g., water, metal).

Some tips to follow: For the Home

- ☛ Install a smoke alarm near bedrooms and on each floor of your home. Test it monthly. If it has a 9-volt battery, change the battery once a year.

- ☛ Install a carbon monoxide (CO) alarm near bedrooms and on each floor of your home. If your alarm sounds, the U.S. Consumer Product Safety Commission suggests that you press the reset button,

call emergency services (911 or your local fire department), and immediately move to fresh air (either outdoors or near an open door or window). Know the symptoms of CO poisoning: headache, fatigue, dizziness, and shortness of breath. If you experience any of these symptoms, get fresh air right away and contact a doctor for proper diagnosis.

- ☛ Make sure heating equipment is installed properly. Have a trained specialist inspect and tune up your heating system each year.

- ☛ Keep portable space heaters at

least three feet from items that can burn (i.e., beds, furniture, and clothes). Never drape clothing over a space heater to dry.

- ☛ Keep children and pets away from space heaters. Never leave children in a room when a space heater is in use.

- ☛ If you use a kerosene heater, use only the fuel recommended by the manufacturer. Never put gasoline in a kerosene heater—it could explode. Before you refuel the heater, turn it off and let it cool down. Refuel outside only.

- ☛ When using a kerosene heater, keep a door open to the rest of the house or open a window slightly. This will reduce the chance of carbon monoxide build-up in the room.

- ☛ Have your fireplace chimney and flue inspected each year and cleaned if needed. Open the flue and use a sturdy fireplace screen when you have a fire. Burn only untreated wood; never burn paper or pine branches—pieces can float

out the chimney and ignite your roof, a neighbor's roof, or nearby trees.

- ☛ If you use a wood-burning stove, have the chimney connection and flue checked each year. Make sure the stove is placed on an approved stove board to protect the floor from heat and coals.

- ☛ Never use your range or oven to heat your home, even for a short time.

When Driving:

131,000 motor vehicle crashes occurred during sleet and snowy conditions. Of these crashes, 30,000 resulted in injuries; more than 600 resulted in deaths.

- ☛ Before winter arrives, have your car tuned up, check the level of antifreeze, make sure the battery is good, and check your tire tread or put on snow tires.

- ☛ Keep the following items in your car for emergencies: cell phone, flashlight, jumper cables, ice scraper, small shovel, blankets, and warning devices (e.g., flares,

reflectors).

- ☛ Avoid driving in snow or ice storms. If you must travel in bad weather, drive slowly. Let someone know the route you're taking and when you plan to arrive so help can be sent if you don't make it.

- ☛ Don't sit in a parked car with the engine running unless a window is open. Do not let your car run while parked in a garage.

- ☛ If your car stalls or gets stuck in snow, light two flares and place one at each end of the car, a safe distance away. Make sure snow has not blocked the exhaust pipe. Then stay in your vehicle and open a window slightly to let in fresh air. Wrap yourself in blankets and run your vehicle's heater for a few minutes every hour to keep warm.

(Editor's note: Information provided by the National Safety Council.)



Civilian Employees

Promotions

Mr. Paul T. Barnum II, 939th Mission Support Squadron Security Forces, promoted to GS-10

Mr. Klaus Bernkopf, 939th Mission Support Group, promoted to GS-09

Mr. Jimmy Delatorre, 83rd Aerial Port Squadron, promoted to GS-10

Newcomers

Mr. Arnold Davis, 939th Maintenance Squadron, from NAS New Orleans

Mr. Patrick Johnson, 939th Mission Support Squadron, New Air Reserve Technician Appointment

Military Members

Promotions

Senior Master Sgt.

Steven Phebus, 83rd Aerial Port Squadron

Master Sgt.

Eric Giacchino, 304th Rescue Squadron

Tech. Sgt.

Melinda Harwood, 939th Air Refueling Wing

Michael Heckman, 939th Maintenance Operations Flight

Maurice Howe, 939th Aircraft Maintenance Squadron

Charles Huighe, 939th Communication Flight

Bryan Lopez, 939th ARW

Staff Sgt.

Jason Bjork, 83rd APS

Crystal Blevins, 939th

Maintenance Squadron

Dustin Brown, 939th AMXS

Jane Dalgliesh, 939th MXS

Charles Foster, 939th Medical Squadron

Peter Hablitzel, 939th MXS

Joshua Johnston, 939th ARW

Robert Merrill, 939th AMXS

Michael Morgan, 939th ARW

Chivonne Murphy, 939th MXS

Promotions

Staff Sgt.

Jason Owens, 939th CF

David Riley, 939th AMXS

Zachary Thiessen, 939th MXS

Senior Airman

Deidre Barry, 939th MXS

Michael Dean, 939th Mission

Support Squadron

Scott Harrison, 939th CES

Kevin Iervolino, 939th MDS

Kevin Smith, 939th AMXS

Michael Vibbert, 939th Civil

Engineer Squadron

Airman 1st Class

Jesus Mendez, 939th MSS

Brandon Prest, 939th

Logistics Readiness

Squadron

Airman

Nicole Lejuene, 939th LRS

Susan Medlock, 939th MSS

Awards

Meritorious Service Medal

Master Sgt. Michael Green,

Retirement

Master Sgt. Ernest Ozsvath,

Retirement

Air Force Commendation Medal

Tech. Sgt. Robert Thater,

Retirement

Tech. Sgt. Regina Hessler,

Retirement

Retirement

Tech. Sgt. John Hitzfeld,

939th Maintenance Squadron

Newcomers

939th Air Refueling Wing

Airman 1st Class Roger Smith

939th Maintenance Group

Lt. Col. Timothy Nelson

939th Maintenance Squadron

Senior Airman John Stearny

Airman 1st Class Lindsey

Coffelt

Airman 1st Class Christopher

Mendez

Newcomers

939th Aircraft Maintenance Squadron

Maj. Shane Toomay

Master Sgt. Ronald Taylor

939th Logistic Readiness Squadron

Tech. Sgt. Steven Roth

939th Civil Engineer Squadron

Airman 1st Class Scott

Harrison

Newcomers

64th Air Refueling Squadron

Col. James Ostrander

304th Rescue Squadron

Senior Airman Christopher

Bonanno

Military Equal Opportunity Office

1st Lt. Jonathan Felt

Staff Sgt. Terry Murell

Looking back

Jan. 25, 1991

The Air Force mobilized all 56 members of the 939th Medical Squadron for one year in support of Operation Desert Storm. Col. Armin B. Olsen, commander of the medical squadron, said about half of the members who were activated served at Travis Air Force Base, Calif.

The other Reservists were sent to Torrejon Air Base, Spain where they augmented an Aeromedical Staging Facility. An overpowering ground offensive by allied forces in Iraq resulted in the medical team treating only one casualty. As a result, the group in California and Spain returned to Portland Air National Guard Base by March 25, 1991.

Kudos

The 939th gives to area foster children



Photo By Ruby Zarzyczny

The 939th ARW received 133 gift requests for the 2005 Angel tree—all of which were supported. The 939th Public Affairs Office helped coordinate details for this program and would like to say thanks to those who participated. Dozens of foster children throughout Multnomah County had something under the tree because of your generosity.

Visit the Veterans

Members of the 939th Air Refueling Wing are invited to the Vancouver Nursing Home/Rehabilitation Center, Jan. 16 (Martin Luther King, Jr. Day) at 2 p.m. Members will play various games and talk with veteran's who served in both peacetime and war (WWII, the Korean War and Vietnam). Please bring cards or your favorite board game with you.

Another visit to the center is scheduled for Feb. 15th to honor these patriots during the National Salute to Hospitalized Veteran's week. Please contact Ms. Ruby Zarzycny if you plan to visit or would like more information about the veterans. Call 503-335-4621 or email ruby.zarzycny@portland.af.mil.

Holiday bazaar fundraiser

Items purchased as part of the bazaar at the wing Christmas Party Dec. 3 holiday bazaar raised \$360 for Combined Federal Campaign. Thanks goes to all who donated and purchased items for this year's event.

939th collects \$\$\$ for local charities

The project officer for this year's Combined Federal Campaign said the wing raised \$9,656 for United Way charities.

"We made \$114 more on the fund raisers than we did last year," said Lt. Col. Dana Difford. "Everyone helped in one way or the another, from submitting pledge forms to supporting our many fund raisers. My special thanks to all the people behind the scenes who helped make this year's campaign and fund raisers a success."

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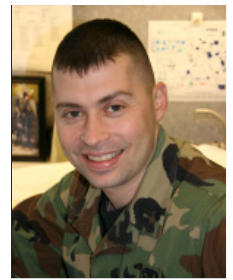
24 HOURS A DAY,

7 DAYS A WEEK

What's your New Year's Resolution?

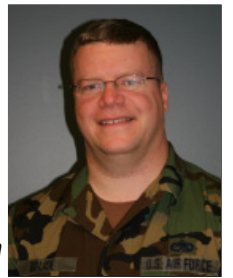
"Workout more to burn off all these good holiday treats I've been eating."

1st Lt. Jeffrey Weaver,
83rd Aerial Port
Squadron operations
officer



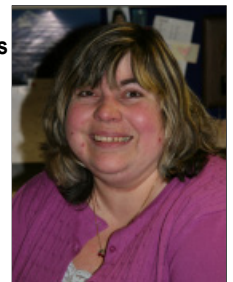
"To ensure I provide support to my Jr. NCOs and Airman during the BRAC transition."

Master Sgt. Garth
Didlick, 939th Aircraft
Maintenance
Squadron, silver team
chief



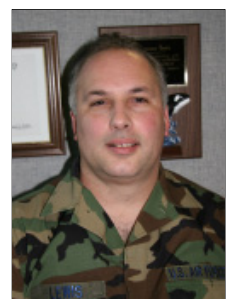
"I resolve not to have any New Year's resolutions this year."

Ms. Alice Dodson,
939th Air Refueling
Wing, chief military
pay



"To get my family settled and then hit the ground running at my new job [chief of relocations at Hill, AFB Utah]."

Tech. Sgt. Larry
Lewis, 939th Mission
Support Squadron,
chief of relocations



"Focus on educating myself in leadership, so I can enhance my leadership abilities in both my military and civilian jobs."

2nd Lt. Van
Vol hand, 939th
MSS, OIC military
personnel programs



Photo By Ruby Zarzycny

Five Airmen from the Band of the Golden West who also visited the 939th sang Christmas Carols to veterans, who are patients in the VA Rehabilitation Center/ Nursing home, Vancouver, Wash. and the VA Medical Center, Portland, Ore. Dec. 15th. This WWII veteran, Mr. Emmett Leffel who was injured when he parachuted behind enemy lines the night before D-Day, sang along with the carolers and applauded their performance.



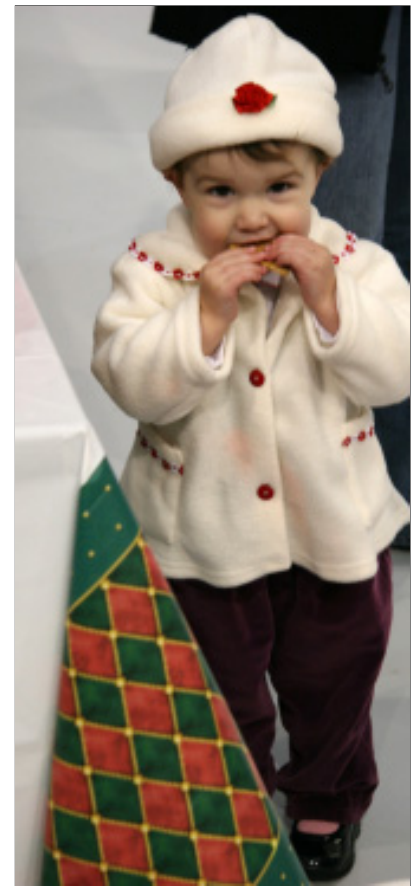
Photo By Tech. Sgt. Paul Persson

939th Holiday spirit—seen through the eyes of the children.

Members of the Daughters of the American Revolution gave Reservists and their families hundreds of books and craft supplies during the holiday party. They also donated and passed out stockings to Reservist's children after they told Santa what they wanted for Christmas.

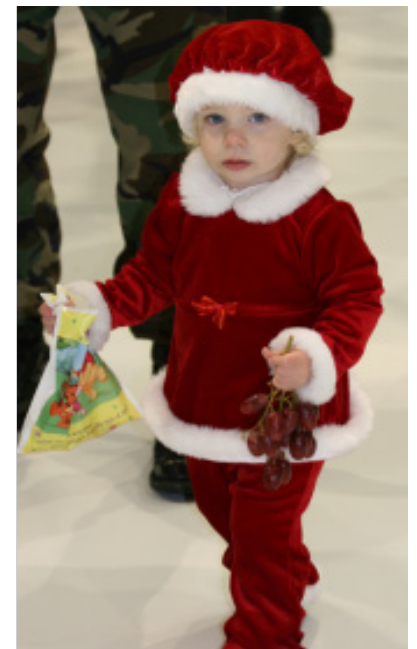


Two boys give their Christmas wish list to Santa, a.k.a. Col. John Silvia, 939th Maintenance Group commander.



Photos by Master Sgt. Ruby Zarzyczny

A little girl enjoys a cookie at the holiday party.



Santa's helper grabs a snack at the 939th holiday party.